

No. 530 Survey held at StocktonDate June

1845

on the Swain LephyrMaster John SwattleTonnage 196 ⁶⁰⁰ ^{win} Built at StocktonWhen built 1845By whom built Sevafton & CoOwners Thomas SwattlePort belonging to WhitbyDestined Voyage HumberIf Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. Inches.	75	70	Extreme Breadth	Feet. Inches.	21	50	Depth of Hold	Feet. Inches.	14	70
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	11									
Floors	sided	12	10	Moulded	11	9					
1 st Foothooks		9	10		9						
2 nd Ditto		8	9		8						
3 rd Ditto		7	2		7	2					
Top Timbers		6	3/4		6	3/4	5				
Deck Beams	N ^o . of 17		8	1/2		8	1/2	5			
Hold Beams	N ^o . of 9		10			10	8				
Keel			11			9					
Kelsons			11	1/2		23					
Copper.				Size of Bolts in Fastenings.				Iron.			
Heel-Knee, and Dead Wood abaft		1	1/8								
Scarp of Keel	N ^o . 8		3/4								
Floor Timber Bolts			7/8								
Kelson ditto			1	1/8							
Transoms and throats of Hooks			1	1/8							
Arms of Hooks			3/4								
				Copper.				Iron.			
				Bolts thro' the Bilge and Foot Waling				Hold Beam			
				Butt End Bolts				Deck Beam			
				Lower Pintle of the Rudder							
								same in Iron above the Copper			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 33 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are will free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3/10 to 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

The Frame is will squared from the first Foothook Heads upwards, and will free from sap, and from thence downwards, the frame is will square

The alternate Frames are bolted together. to 2 heads N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 2 to 4 of the entire moulding at that place.

The Frame is chocked with no Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of the Deck beams are English. Hold beams are Munt Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Elm

From the Light Water Mark to the Wales of American and Munt Oak

The Wales and Black-strakes are of American & Munt Oak The Topsides of American & Munt Oak

The Sheer-strakes and Plank-sheers of Munt & American Oak The Water-ways of Munt & American Oak

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Three between

Planking Inside.—The Limber-strakes are composed of Munt & American Oak the Bilge Planks of Munt Oak

The Ceiling, Lower Hold, of American & Munt Oak Between Decks of Red Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Full Patent Binsers, & Wood Run with thip above 5 pair from hanging Run

Deck Beams Double wood Run

Number of Breasthooks Four Pointers one Pair Crutches one

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name William Sevafton

Surveyor's Name Ralph Hudson

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	180	Chain	1 1/2	3	Bower, 9 - 3 - 0	9 - 2 - 0
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1	Stream, 3 - 2 - 0	
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge, 1 - 1 - 0	
1	Main Sails,	75	Towlines	4 3/4			
2	Main Top Sails,	75	Warp	4			
and sufficient in them			All of <u>Good</u> quality.				

Her Standing and Running Rigging Simple sufficient in size and Good in quality.

She has One Long Boat and Scuffs

The present state of the Windlass is good Capstan Wreck and Rudder Wreck
fit with Rombly's Patent

General Remarks—Statement and Date of Repairs.

Timber in the Frame will squared and large scantling good
shifts. Trunnels appear to be English Oak Milled

Planking out side will wrought and shifted

Celing will wrought above half the Trunnels through

Helms. Transoms. Hooks. Knight heads. Flair Timbers. Beams and
Knees will squared and will partment

Began January 1843 Launched June 1845 Was surveyed as follows $\frac{26}{4} \cdot \frac{28}{8} \cdot \frac{26}{12} \cdot \frac{26}{4} \cdot \frac{16}{8} \cdot \frac{12}{1} \cdot \frac{23}{3} \cdot \frac{8}{7}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed PA1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, Ralph Hudson

Special£ 9 : 0 : 0

Committee's Minute 13th July 1845

Character assigned A 1 for S. G. H.